

In the claims:

Claims 1-9 cancelled.

10. (currently amended) A method for operating an internal combustion engine with oil lubrication and electronic fuel injection, the method comprising the steps of determining during operation of the internal combustion engine a flow of fuel mass (mfp\_i\_oel) entering an engine oil; determining a flow of fuel mass (mfp\_ausg) evaporating out of oil; and determining a setpoint injected-fuel quantity (rk\_ev) with taking into account the determined flow of fuel mass (mfp-ausg) revaporating out of oil.

11. (previously presented) A method as defined in claim 10; and further comprising determining a flow of fuel mass (mfp\_ausgr) flowing into an intake manifold based on the determined flow of fuel mass evaporating out of the oil (mfp\_saug); and taking the determined flow of fuel mass flowing into the intake manifold in the determination of the setpoint injected-dual quantity (rk\_ev).

12. (currently amended)) A method as defined in claim 10; and further comprising ~~during operation of the internal combustion engine~~, determining ~~a flow of fuel mass (mfp\_i\_oel) entering an engine oil~~; and to the flow of fuel mass (mfp\_i\_oel) taking into account at least one of the following influencing variables:

- Enrichment factors during start, a post-start phase, and/or warm-up ( $fst\_w$ ,  $fnsf\_w$ ,  $fwl\_w$ ) of the internal combustion engine
- Engine temperature ( $tmot$ ) and/or oil temperature ( $toel$ )
- Engine speed ( $nmot$ )
- Load value ( $rl$ )
- A component temperature in the intake port
- Temperature in the combustion chamber
- Fuel type (KS)
- An assigned lambda setpoint value (LS)

13. (previously presented) A method as defined in claim 10; and further comprising in the determining of the flow of fuel mass ( $mfp\_ausg$ ), evaporating out of the engine oil, taking into account at least one of the following influencing variables.

- Oil temperature ( $toel$ )
- Oil temperature gradient over time
- Fuel mass in the oil ( $mk_i\_oel$ )
- Fuel type (KS)
- Pressure in the crankcase ( $pk$ )

14. (previously presented) A method as defined in claim 10; and further comprising, in the determining of the flow of fuel mass ( $mfp\_ausg$ )

entering the intake manifold, taking into account one of the following influencing variables:

- Pressure in the crankcase (pk)
- Pressure in the intake manifold (ps)
- Pressure upstream of a throttle valve (pu)
- Position of a crankcase ventilation valve (SKEV)
- Temperature of the engine oil (toel)
- Concentration of the fuel gases in the crankcase due to blow-by gases

15. (previously presented) A method as defined in claim 10; and further comprising determining a fuel mass ( $mk_i_{ocl}$ ) contained in an engine oil, by taking into account a flow of fuel mass ( $mkp_i_{oel}$ ,  $mkp_{ausg}$ ) entering the engine oil and evaporating out of the engine oil.

16. (previously presented) A method as defined in claim 11; and further comprising converting a value selected from the group consisting of the flow of fuel mass ( $mkp_{saugr}$ ) flowing into the intake manifold or the flow of fuel mass ( $mkp_{ausg}$ ) during evaporation, as a function of an engine speed, into an equivalent injected-fuel quantity; and subtracting from an uncorrected setpoint injected-fuel quantity, with a result being a corrected setpoint injected-fuel quantity  $rk_{ev}$ .

17. (previously presented) A method as defined in claim 10; and further comprising, if a second fuel type is also injected, calculating a fuel mass in the oil for the fuel type that was also injected.

18. (currently amended) A control unit for an internal combustion engine, the control unit is configured and programmed for use with a method for operating an internal combustion engine with oil lubrication and electronic fuel injection, the method comprising the steps of determining during operation of the internal combustion engine a flow of fuel mass (mfp\_i\_oel) entering an engine oil; determining a flow of fuel mass (mfp\_ausg) evaporating out of oil; and determining a setpoint injected-fuel quantity (rk\_ev) with taking into account the determined flow of fuel mass (mfp\_ausg) evaporating out of oil.